

What Is Claimed Is:

1. A device for determining a center of rotation (D) of a vehicle (30) around a vertical axis of the vehicle, the device being configured so that it determines the center of rotation (D) as a function of a yaw rate and a float angle ( $\beta$ ).
2. The device as recited in Claim 1, wherein the device for determining the center of rotation (D) additionally takes into account a float angle variation ( $\beta$ ) and/or the lateral velocity ( $v_y$ ).
3. The device as recited in Claim 1, wherein the device determines the yaw rate as a function of linear vehicle-dynamic quantities.
4. The device as recited in Claim 1 or 3, wherein the device determines the float angle as a function of the linear vehicle-dynamic quantities.
5. The device as recited in Claim 1 or 2, wherein a sensor system (S) is provided at the rear area of the vehicle to detect the float angle ( $\beta$ ).
6. The device as recited in Claim 5, wherein the sensor system (S) is designed as an optical and/or ultrasound-based and/or radar-based and/or positioning-based system.
7. The device as recited in one of the preceding claims, wherein the device has a memory (12) in which data relating to the yaw rate and the float angle ( $\beta$ ) are stored, the device determining the center of rotation (D) as a function of the data.
8. The device as recited in one of the preceding claims, wherein the device is connected to an Electronic Stability program (ESP) so

that the Electronic Stability Program (ESP) takes the center of rotation into account when determining vehicle-dynamic quantities.

9. The device as recited in one of the preceding claims,  
wherein the device is connected to a passenger protection system (RHS) so  
that the passenger protection system (RHS) takes the center of rotation (D)  
into account when activating passenger protection means.